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transmission torque capacity (clutch torque) of the starting clutch 2 becomes equal to or greater than the engine output torque as a target position (S2).

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Please replace page 16, paragraph 1, beginning at line 14 with:

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When the predetermined time  $t$  has elapsed, in order to carry out a ramp control in which the piston rod 9a is gradually displaced from the predetermined clutch holding position to a position where the clutch torque reaches or exceeds the engine output torque, a ramp control position is calculated where the position of the piston rod 9a is gradually changed from the predetermined clutch holding position to the position where the clutch torque reaches or exceeds the engine output torque (S18), and this ramp control position is transmitted as a target position to the clutch controller 11 (S19). Then, the first flag F1 is reset at [0] and the second flag F2 is set at [1] (S20). Thus, it is determined as [YES] in step S13 after the ramp control has been completed, and in this case, the flow proceeds to step S2, where the position where the clutch torque reaches or exceeds the engine output torque is sent to the clutch controller 11 as a target position.

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**IN THE CLAIMS:**

Please amend claim 2 as follows. A copy of the marked-up version of the original claim is attached to this response showing the changes made therein as set forth in 37 C.F.R. § 1.121.

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2. (Once Amended) The vehicle starting clutch control device according to claim 1, wherein said second control means sets as a control target value a control amount of said actuator such that the transmission torque capacity of said starting